

WOMEN, AVOID OPERATIONS

Many Unsuccessful — And Worse Suffering Often Follows. Mrs. Rock's Case A Warning.

The following letter from Mrs. Orville Rock will show how unwise it is for women to submit to the dangers of a surgical operation when often it may be avoided by taking Lydia E. Pinkham's Vegetable Compound. She was four weeks in the hospital and came home suffering worse than before.

Here is her own statement.

Paw Paw, Mich. — "Two years ago I suffered very severely with a displacement. I could not be on my feet for a long time. My physician treated me for several months without much relief and at last sent me to Ann Arbor for an operation. I was there four weeks and came home suffering worse than before. My mother advised me to try Lydia E. Pinkham's Vegetable Compound, and I did. Today I am well and strong and do all my own housework. I owe my health to Lydia E. Pinkham's Vegetable Compound and advise my friends who are afflicted with any female complaint to try it." — Mrs. ORVILLE ROCK, R. R. No. 5, Paw Paw, Michigan.



If you are ill do not drag along until an operation is necessary, but at once take Lydia E. Pinkham's Vegetable Compound.

For thirty years it has been the standard remedy for women's ills, and has restored the health of thousands of suffering women. Why don't you try it?

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KAHULUI RAILROAD WORK IS MAKING POSSIBLE DEVELOPMENT OF HOMESTEADS FOR AMERICANS

Feat Not Only Great in Engineering, But in Possibilities

(Special Star-Bulletin Correspondence) WAILUKU, Sept. 18.—The biggest job in railroad bridge building ever undertaken in Hawaii is now in progress at Maliko Guich. The bridge is the most important one on the Kahului Railroad extension, which under Superintendent J. N. S. Williams is being pushed rapidly through to completion.

It was no small conception of Mr. Williams—this extension into Haiku and Pauwela of the Kahului Railroad. The rapid development of that region by the pineapple industry, and the coming of so many American families to take up land and to begin the cultivation of the pine, and to undertake small farming for the markets, made the extension of the railroad justifiable. When the directors looked over the proposition some little time ago, before definite action was taken as to the laying out of the tracks in the Haiku region, some felt rather doubtful concerning the advisability of the project. After Mr. Williams had taken the party over the entire route, and with his engineers had mapped out the full possibilities for the extension, and after the rich lands of Haiku and Pauwela had been visited, even the most skeptical were convinced that the extension would be a profitable investment. The outlay, of something like \$275,000 is considerable, however. It is estimated that in three years the output of the pineapple growth will be more than doubled. It is about 140,000 cases for this season, and these are now brought by the teams or auto truck to the Paia depot, then shipped by the railroad to Kahului.

Terminus Near Cannery. For the present the terminus of the extension will be at a point below the Haiku cannery, though the line is surveyed much further; in fact, the officials know just where they would lay the line for many miles yet, if there should be a need of carrying the railroad further than Haiku.

The present plans call for an extension of seven miles from the Paia terminus. This seven miles is well under way, and it is confidently expected that the work will be completed by the first of February, provided, of course, there are no delays in the arrival of the material for the finishing of the job.

The cuts are being rapidly dug out, and the material used for fills up where they are necessary. All this work will be done, it is expected, so that when the big bridge is finished the extension will be ready for the trains.

At Maliko Bridge.

The most picturesque part of the big undertaking is the construction of the Maliko Bridge, which is by far the biggest thing in the bridge line in Hawaii, and one of the most exacting pieces of work ever undertaken in the territory up to the present time. It is hard to believe that the new bridge will be higher than the Call Building in San Francisco, and that sometimes as much as eighty barrels of cement have been used in one day, and twenty-five cars of sand and rock disposed of in the same length of time. But when one visits the scene of activity, and sees how the gang keep the cement pouring down the novel pipe line to the bottom of the gulch, hears the whistle of the locomotives as they bring car load after car load to the

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mixing boxes, and further is told that the work at the rate he sees it going on continues both night and day, during some weeks with practically no interruption, he begins to see how it is possible to use such a large amount of material in the construction.

The span of the bridge will be 780 feet and the height above the bed of Maliko 230 feet. The distance across the big chasm looks great, and the height to which the towers must rise can be imagined, as one looks down into the gulch. But the real greatness of the undertaking does not fully impress the visitor until he has gone down to the bottom and looked up at the walls that rise almost perpendicularly. To realize that some day the trains will rumble over the very point where he is standing, on a bridge built high in air, does call upon the imagination. Admission is at once excited for directors the Kahului Railroad that they were willing to put so much money and effort into the undertaking, and for the engineers who have worked out the plan, and dared to carry it into execution.

The piers are sunk some thirty feet into the ground and are built up to the point where they are to receive the steel superstructure in the shape of pyramids of concrete. There are twenty-one of these in all, and they are ten feet square at the base. The forms are placed in the ground and the mixture of concrete, sand and gravel is made at the top of the gulch, 230 feet above. This is then shot down a pipe line until it reaches the form where it is to be set. In case the square that is to be filled is too far away, so that the mixture will not reach, it is caught in a box and then carried by wheelbarrows and dumped into the big form. A small donkey engine is kept busy lifting up the dirt and stones out of one of the big holes and at the same time the hole next to it is being filled up with concrete. The dry weather was a great boon to the undertaking. Had a freshet come down Maliko, at any time during the construction of these concrete piers, there would have been great damage, and it is possible that the work would have had to be done all over again in the portions that were uncompleted.

Exposed To Danger.

No little danger was attached to the undertaking. The excavation had to be large enough to admit material for a solid block, in some instances, twenty feet in the ground and ten feet square. Other blocks were sunk thirty feet. In one of these thirty-foot excavations, a few days ago, a large gang of men were at work, when without any warning the sides caved in, and eight men were caught in the debris. It is a wonder that they were not all killed. Only one man was hurt, and he had his legs bruised. The ambulance, doctor and nurses arrived on the scene, having been called the moment the accident occurred, but fortunately they had only one man to carry back to the hospital.

For the first time in construction work in Hawaii chutes were used at Maliko to carry the concrete mixture to the place where it was needed.

ELEVATORS

By GEORGE FITCH

An elevator is a sort of passenger skyrocket by which a person can be yanked off the earth and into a cooler climate 49 stories above in less time than it would take him to climb three flights of stairs and mop his forehead twice.

The elevator was invented in America, which also produced the quick-lunch counter, the revolver, and other time-savers and it has enabled man to colonize the air. Half a century ago nobody lived more than 70 feet above the ground. Nowadays men do business happily 700 feet aloft and discharge their office boys for stealing eagles' eggs off the fire escapes instead of attending to business.

Some elevators travel 300 feet a minute, making stops at all way stations, while others run express to the three doventh floor at the rate of 600 feet a minute, the passenger's vital organs following slightly behind. By taking a local up four floors and catching an express down to the city proper, a hurried financier can leave his office in the sunshine, slide down through a thunderstorm and borrow an umbrella from a friend on the sidewalk in less than a minute's time.

Elevators are run by men and boys, who are kept so busy that they do not have time to take tips. This accounts for the enormous popularity of this ingenious contrivance in this country. Elevators occasionally fall, but not as often as aeroplanes or brick houses. They are not as dangerous as street cars or instantaneous waterto

HUNDREDS OF JAPANESE SMUGGLED INTO COUNTRY

Four Firemen on One Steamer Plead Guilty of Offense

TACOMA, (Wash.), August 31.—The steamship Titan brings news from Yokohama of the discovery of extensive smuggling operations, whereby Japanese firemen on transpacific liners smuggle their countrymen into American ports as stowaways.

Four firemen on the Japanese steamship Chiyu Maru were taken before the Japanese authorities and charged with attempting to smuggle twelve Japanese into the United States.

The steamship company was interested in obtaining a conviction, as the smuggling of passengers means a reduction in passenger receipts. The

This method has been used most successfully in the States. The almost perpendicular walls on the sides of the gulch made this easy method of handling concrete possible.

On both sides there is a long ladder, but it was a wearisome job for the workmen to go up and down this even once every day, so a cable car was rigged up, and men and materials go up and down on what the engineers call their "scenic railroad." It is a rather startling experience to ride up and down on that car, and one keeps thinking what a tumble it would be, if the cable snapped.

Five hundred tons of structural steel and iron are on their way for the bridge work on the extension. Another bridge some 100 feet high will have to be built beyond the big Maliko bridge. This will be a small task compared with the one now well under way.

Superintendent J. N. S. Williams makes the trip to the bridge every little while, keeping close watch of all the work. He is recognized as one of the best of engineers in Hawaii. His engineer in charge of the work is James C. Foss, Jr. Professor J. M. Young, on the staff of the College of Hawaii, is the consulting engineer. He made a trip to the bridge about three weeks ago, and after looking over every detail most carefully, expressed himself as well pleased with what he saw.

New Railroad Cut.

The new railroad cut across the road at Hamakua is just below the house of W. S. Nicoll. At this point there is somewhat of a cut. Further over toward Haiku one cut is 45 feet deep. There are several big fills, one of which is about 1500 feet long.

Few realize the extent of the work involved in building this extension. The work has gone quietly along, but the results are already showing up big. There is little doubt that when the railroad is complete many people will take the train just for the sake of seeing the newly developed country of the pineapple region. The extension will, of course, be of infinite value to the homestead region, and be a great factor also in developing further this heretofore neglected portion of Maui.

The whole development of the Haiku and Pauwela homestead lands was made possible by an exchange that was arranged through the interest in the proposition taken by the late Hon. H. P. Baldwin of Maui and Governor Walter F. Frear of Honolulu. The arrangement was that 1200 acres of land no longer useful for cane could be put into pineapples, and 800 acres of dry and barren tract, useless for all other purposes, could be turned into splendid cane land by the bringing in a new ditch above the old fields. The government was the gainer and so, too, was the plantation that gave up the pineapple lands. The people of Maui have been decidedly benefited by the development of two large tracts of idle land, the employment of many more people, the extension of the railroad, and, best of all, by the coming of a score or more of splendid American families.

heaters, and nobody minds them in this country. However, they are regarded with great terror in Europe, and are only used as a last resort. An Englishman runs an elevator as if he were moving a barrel and only the leis ure class has time to ride in them.

Elevators have increased the joy of the American businessman by tak-



ing him above the fly line, the dust line, the noise line, the book agent line and the sky line. They are almost the only free thing left in America. The New Yorker who hasn't the price of a ticket to Coney Island need never despair so long as he can climb on an elevator and travel so high in two minutes that he can see half way back his old western home.

Japanese newspapers reporting the case estimate that between 300 and 400 Japanese are smuggled into the United States each year.

Twelve Japanese in question were discovered after the Chicago Maru had been at sea a few days en route to Tacoma and were transferred to the Mexico Maru, outward bound, when the Chicago Maru arrived at Victoria. The four firemen pleaded guilty to the charge against them. They had secreted their stowaways in the coal bunkers.

ABSOLUTE PROOF.

"What reason have you to think that my campaign contribution was gratefully received?" asked Mr. Dustin Stax.

"The fact," replied his secretary, "that the gentleman immediately came back for more."

MONSARRAT MATINEE

A lusty counter-attraction in the form of a star-spangled political convention served to reduce attendance as well as enthusiasm at the morning session of Police Court.

Thirty-three "performers" were trotted forth in the calling of "talent" at the Monsarrat "show," while in each case, save one, all were told that they might play a return engagement.

Seven minutes sufficed to run through the program, which was made up mainly of a large delegation of alleged gamblers, who had been gathered in through the efforts of Chief of Detectives McDuffie and his able staff of sleuths.

The few men of legal persuasion called at the court on business were impatient to hie themselves away to political fields. The prosecuting attorney's department was also apparently interested in the gathering of the G. O. P. at the Opera House, for requests for a postponement of trial were granted with a degree of promptness that was truly refreshing.

The case of Percy J. Levey, charged with heedless driving of a motorcycle, was speedily nolle prossed, it being given out that a private settlement had been effected.

DEBS TAKES TEXT FROM TRAMP ARMY

RENO, Nev., Sept. 4.—Eugene V. Debs, Socialist candidate for President, spoke at a local theater tonight to an audience which taxed the capacity of the building. His address was confined for the most part to an exposition of the doctrines of Socialism, with a few comments and comparisons on the part of the political situation.

Mr. Debs declared that the Republican and Progressive parties represented the capitalistic class, the Democratic the middle class, but the Socialists represented the working class exclusively.

The speaker referred to the tramp problem, saying a tramp was a curiosity up to 1873, and claimed that the present army of them proves the failure of existing schemes of government policy.

REAL ESTATE TRANSACTIONS.

Entered for Record Sept. 18, 1912.

From 10:30 a. m. to 4:30 p. m.

H. G. Danford to Carlos A. Long. A M

Stella K. Kea and by tr to Anita

C. Purdy D

Alexander C. Dowsett and wf to

Lewis C. King D

Lee, St. John Gilbert and wf to

Lewis C. King D

O. St. John Gilbert to Lewis C

King D

Lewis C. King to Alexander C

Dowsett et al. D

Toralchi Kiama to Kizo Kawa-

kuchi CM

Western & Hawn Invtmt Co Ltd

to Fanny Strauch D

Loo Joe, tr, and wf to C. S. Davis D

C. S. Davis to Loo Joe D

Grace D. Sedgwick to Cornelia A

Bishop Rel

Cornelia A. Bishop to A. H. Don-

dero D

A. H. Dondero to Loo Joe D

Loo Joe and wf to Guardian Trust

Co Ltd M

J. H. Schnack and wf to Jacintho

Medeiros et al. D

Lum Teu to Yong Ming BS

Trent Trust Co Ltd to Bertha J

Mesick D

Mary E. Cross by regr to Notice

Est of Bernice P. Bishop by trs to

Oahu Investment Co Ltd D

Oahu Investment Co Ltd to Chun

Chock Wa D

Sanford B. Dole and wf to Trs of

Est of George C. Beckley D

Entered for Record Sept. 19, 1912.

From 8:30 a. m. to 10:30 a. m.

Kate Abel and hab to Grace M

Beadle D

San Antonio Port Bent Socy of

Haw to M. G. Correa and wf et

al. Rel

Sylvestre Correa and wf et al to

Wong Ah Chuck D

Elizabeth K. Pratt (widow) et al

to Charles M. Cooke Ltd D

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This remedy always wins the good opinion, if not the praise, of those who use it. The quick cures which it effects, even in the most severe cases, makes it a favorite everywhere. It is equally valuable for children, and when reduced with sweetened water is pleasant to take. For sale by all dealers, Benson, Smith & Co., agents for Hawaii.

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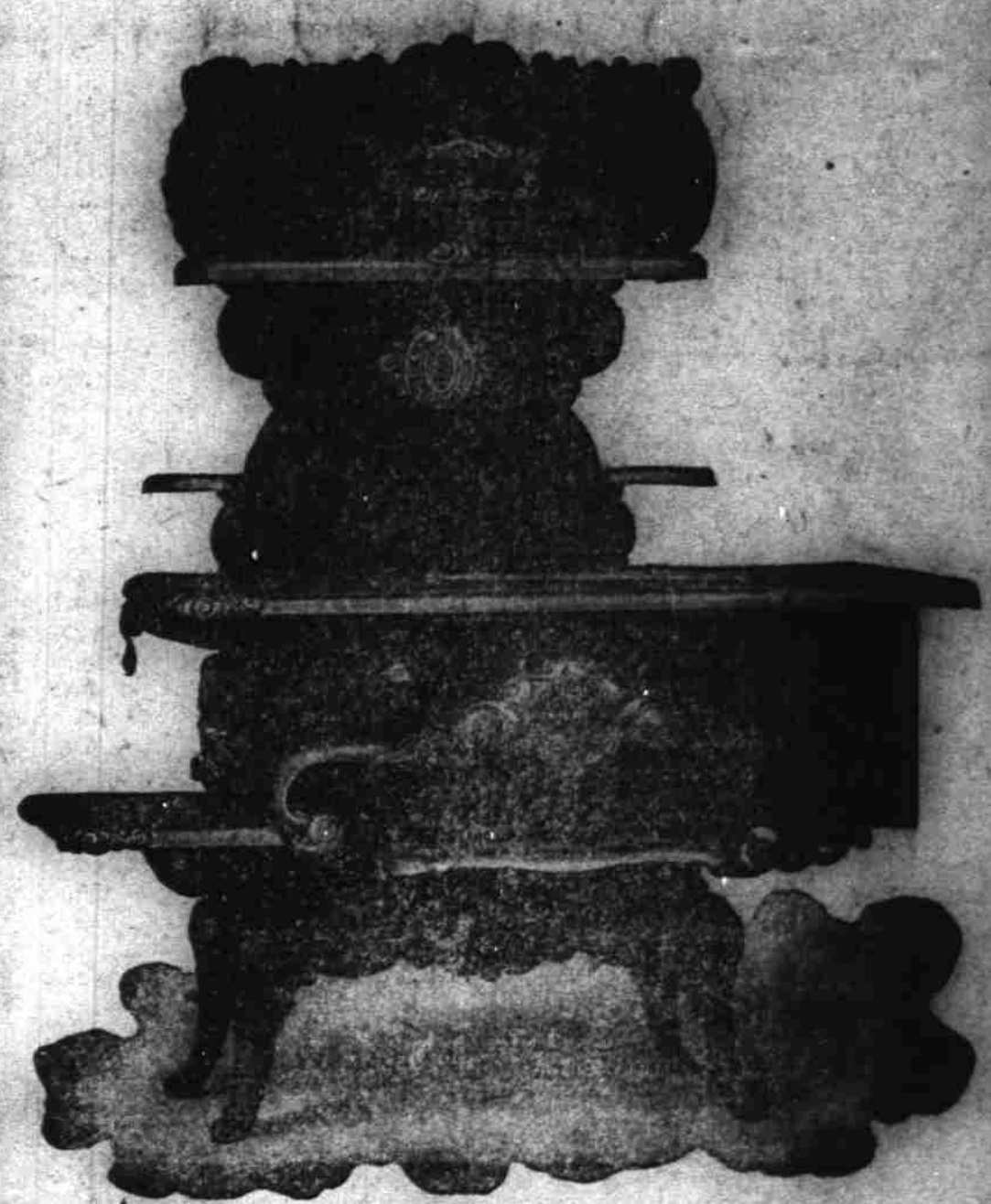


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